

APPENDIX D
Correspondence

LIST OF AGENCIES/INDIVIDUALS CONTACTED
PROJECT DPM-0011(001), FULTON COUNTY

Mr. John Perry, Deputy Director
Regional Office of Community Planning and
Development
U.S. Department of Health and Human
Services
101 Marietta Tower, Suite 1503
Atlanta, GA 30323

Mr. Richard A. Wagner, P.E.
Regional Environmental Officer
U.S. Department of Housing and Urban
Development
75 Spring Street, S.W.
Atlanta, GA 30303

Mr. Dal Turner, Chairman
Clayton County Board of Commissioners
121 S. McDonough Street
Jonesboro, GA 30236

Mr. Philip L. Secrist, Chairman
Cobb County Board of Commissioners
100 Cherokee Street
Marietta, GA 30060

Ms. Liane Levetan, Chief Executive
Officer
DeKalb County Board of Commissioners
1300 Commerce Drive
Decatur, GA 30030

Mr. Jack McKay, Chairman
Douglas County Board of Commissioners
6754 Broad Street
Douglasville, GA 30134

Mr. George Patton, Chairman
Fayette County Board of Commissioners
140 Stonewall Avenue West
Fayetteville, GA 30214

Mr. Leon Eplan, Commissioner
Department of Planning and Development
City of Atlanta
55 Trinity Avenue, S.W., Suite 1450
Atlanta, GA 30335

Mr. A. Jackson Worrell
Director of Campus Planning
Georgia State University
University Plaza
Atlanta, GA 30303-3083

Mr. Mitch Skandalakis, Chairman
Fulton County Board of
Commissioners
Suite 10035
141 Pryor Street
Atlanta, GA 30303

Ms. Lillian Webb, Chairman
Gwinnett County Board of
Commissioners
175 Langley Drive
Lawrenceville, GA 30245

Mr. Jim Joyner, Chairman
Henry County Board of
Commissioners
345 Phillis Drive
McDonough, GA 30245

Mr. Randy Poynter, Chairman
Rockdale County Board of
Commissioners
922 Court Street
Conyers, GA 30207

Mr. Harry West, Executive
Director
Atlanta Regional Commission
3715 Northside Parkway
200 Northcreek, Suite 300
Atlanta, GA 30327

Mr. Bill Campbell, Mayor
City of Atlanta
55 Trinity Avenue, S.W.
Atlanta, GA 30335

Mr. Mark R. Edwards
Director and State Historic
Preservation Officer
Department of Natural Resources
205 Butler Street, S.E., Suite
1462
Atlanta, GA 30334

The following were also
contacted:

Georgia Trust for Historic
Preservation
Atlanta Urban Design Commission
Atlanta Preservation Center

Mr. W.M. Leatherwood, Jr.
Sr. State and Local Affairs Officer
Amtrak
National Railroad Passenger Corporation
60 Massachusetts Avenue, N.E.
Washington, D.C. 20002

Mr. Steven M. Funk
Vice President of Administration
TBS Properties, Inc.
One CNN Center, Suite 275
Atlanta, GA 30303-2705

Mr. Christopher Clune
Regional Director
Federal Railroad Administration
1720 Peachtree Street, N.W.
Suite 440, North Tower
Atlanta, GA 30309

Mr. John Branch
Director of Engineering
MARTA
2424 Piedmont Road, N.E.
Atlanta, GA 30324

Mr. Paul Kelman
Vice President, Central Atlanta Progress
Grand Lobby - The Hurt Bldg.
50 Hurt Plaza
Atlanta, GA 30303

Mr. Jeff Rader
Manager, Transportation Programs
Atlanta Chamber of Commerce
P.O. Box 1740
Atlanta, GA 30301

Mr. Tom Maloch
District Project Engineer
CSX Transportation, Inc.
351 Thornton Road, Suite 125
Lithia Springs, GA 30057

Mr. Joe Huguley
District Manager
Greyhound Lines
81 International Blvd, N.W.
Atlanta, GA 30303

Mr. Stanley Feinsod
LS Transit Systems
1515 Broad Street
Bloomfield, New Jersey 07003

Atlanta Historical Society
Atlanta Landmarks, Inc.

Mr. J. Randal Evans, Vice
President
Corridor Development
CSX Transportation
100 North Charles Street
Baltimore, MD 21201

Mr. Richard Cogswell
Staff Engineer
Federal Railroad Administration
Office of Railroad Development,
Room 5411, 400 Seventh St, S.W.
Washington, D.C. 20590

Mr. John Krueger
Deputy Director
Bureau of Traffic & Trans.
City of Atlanta
68 Mitchell Street, S.W.
Atlanta, GA 30303

Mr. Arthur T. Prentiss, III
Director, Operations Planning
National Railroad Passenger Corp.
(Amtrak)
60 Massachusetts Avenue, N.E.
Washington, D.C. 20002

Mr. J.G. Chandler
Director of District Operations
CSX Transportation, Inc.
P.O. Box 45052
Jacksonville, Florida 32232-5052

Mr. John K. Smith
General Manager
Georgia World Congress Center
285 International Blvd, N.W.
Atlanta, GA 30303

Mr. John Cikota
Chief of Passenger Programs
Federal Rail Administration
Office of Railroad Development
Room 5411
400 Seventh St., S.W.
Washington, D.C. 20590

Mr. Richard Padgett
Atlanta Economic Development
Corporation
230 Peachtree Street, N.W.
Atlanta, GA 30303

Mr. John Heath
Heath & Lineback Engineers
12 Powder Springs Street
Suite 240
Marietta, GA 30060

Mr. Francello Phillips-Calhoun
Atlanta City Council
55 Trinity Avenue, S.W.
Suite 2900
Atlanta, GA 30335

Mr. Emory C. McClinton
State Transportation Board Member
132 East Lake Drive, S.E.
Atlanta, GA 30317

DeKalb County

Manuel J. Maloof Center / 1300 Commerce Drive / Decatur, Georgia 30030 / 404-371-2881 / Fax 404-371-7004

Liane Levetan
Chief Executive Officer

May 17, 1994



Mr. David E. Studstill, P.E.
State Environmental/Location Engineer
Department of Transportation
State of Georgia
Office of Environment/Location
3993 Aviation Circle
Atlanta, GA 30336-1593

Dear Mr. Studstill:

This will acknowledge receipt of your May 12, 1994, letter regarding the Atlanta Multi-Modal Passenger Terminal, Project DPM-0011(001), Fulton County-P.I. No. 770310. I am

I am referring your letter to Doug Bonds, Public Works Director, and to Ray White, Planning Director, for any comment.

Thank you for sharing this information with me.

Sincerely,

Liane Levetan
Chief Executive Officer

LL/m

cc: Doug Bonds, Public Works Director
Ray White, Planning Director



Georgia Department of Natural Resources

Historic Preservation Division

Joe D. Tanner, Commissioner

205 Butler Street, Suite 1462, Atlanta, Georgia 30334
Telephone (404) 656-2840

October 27, 1994

Ms. Helen Knoll
Acting Regional Administrator
Federal Highway Administration
1720 Peachtree Road, NW, Suite 400
Atlanta, Georgia 30309-2439



RE: GDOT Project DPM-0011(001)--Multi-Modal Passenger Terminal
Determination of Effects, Memorandum of Agreement
Fulton County, Georgia
HP940928-051

Dear Mr. Dreihaupt:

The Historic Preservation Division (HPD) has reviewed the Effects Assessment and the proposed Memorandum of Agreement (MOA) for the proposed Multi-Modal Passenger Terminal, Fulton County, Georgia. We concur with the determination of effects for this project by the Georgia Department of Transportation as follows:

1. We agree that this project will have no effect upon the Terminus Historic District, the Ansley Park Historic District, Piedmont Park, or the Virginia-Highland Historic District.
2. We agree that this project will have no adverse effect upon the Circle Wye Railroad Junction or the Peachtree Southern Railway Station.
3. We agree that this project will constitute an adverse effect upon the Spring Street Viaduct and the Georgia Power Atlanta Division Building.

As previously stated, all of these resources are either listed in or should be considered eligible for listing in the National Register of Historic Places. We agree with the stipulations presented in the MOA, and look forward to receiving the finalized copy for our signature.

If we can be of further assistance, please contact Jeffrey L. Durbin, Review and Compliance Coordinator, at (404) 656-2840.

Sincerely,

Richard Cloues
Deputy State Historic Preservation Officer

RC:drm

cc: Advisory Council on Historic Preservation
Wayne Shackelford, GDOT
Dick Courtney, Atlanta Regional Commission



May 23, 1994



Mr. David E. Studstill
State Environmental/Location Engineer
Georgia Department of Transportation
Office of Environment/Location
3993 Aviation Circle
Atlanta, GA 30336-1593

RE: Early Coordination Request - Atlanta Multi-Modal Passenger Terminal

Dear Mr. Studstill:

Thank you for sending us a copy of the early coordination request on the multi-modal passenger terminal. As you know ARC has been involved with this project since its inception and it has been coordinated extensively. Therefore, we know of no special concerns which remain to be addressed at this time. We will continue to work with GDOT and the other affected agencies in an effort to get the project implemented.

Please let us know of any assistance we can provide.

Sincerely,

A handwritten signature in cursive script, appearing to read 'B. Rhea'.

Beverly Rhea
Review Coordinator

BR:rly

c: Charles H. Badger, Georgia State Clearinghouse



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240



ER-95/302

JUN 19 1995

Mr. Peter N. Stowell
Regional Administrator
Federal Transit Administration
1720 Peachtree Road, Suite 400
Atlanta, Georgia 30309

Dear Mr. Stowell:

This responds to the request for the Department of the Interior's comments on the Draft Section 4(f) Evaluation for a Multi-Modal Passenger Terminal, Atlanta, Fulton County, Georgia.

We concur that there are no feasible and prudent alternatives to avoid the Section 4(f) involvements with the Spring Street Viaduct and the Georgia Power Atlanta Division Building. We also concur that all means to minimize harm have been considered. However, we would like you to address the following concerns in the Final Section 4(f) Evaluation.

The Evaluation indicates (p.52) that a number of historic structures and recreational sites are located within the area of effect of the project and these include the Ansley Park Historic District, Piedmont Park, the Terminus Historic District, the Peachtree Southern Railroad Station, the Virginia - Highlands Historic District and the Circle Wye Railroad Junction.

The Evaluation further indicates that a determination has been made by the Federal Transit Authority that the proposal will have "no adverse effect" on the Circle Wye Railroad Junction and that the State Historic Preservation Officer concurs with this determination which meets the requirements of 23 CFR 771.135(f). We wish to point out that 23 CFR 771.135(f) also requires coordination with the Advisory Council on Historic Preservation (ACHP). If there is no objection to a "no adverse effect" determination on this property from the ACHP, we would concur that Section 4(f) is not applicable.

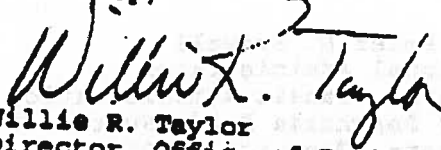
The Evaluation also indicates on the bottom of page 52 and the top of page 53 that Section 4(f) would not apply to Piedmont Park and the Ansley Park Historic District as defined in 23 CFR, Parts 771.135(p)(2) and 771.135(p)(5)(1). We recommend that the Final 4(f) Evaluation provide a more thorough description of the location of the project with regard to these sites and describe any impacts which are expected to occur even though they may be minor. With regard to Piedmont Park, the National Park Service has several Land and Water Conservation Fund (LWCF) Grants in this park and would like to be assured that the provisions of section 6(f)(3) of the LWCF are not violated by this project. We recommend that this matter be addressed in the Final Section 4(f) Evaluation.

As to the Terminus Historic District, the Peachtree Southern Railway Station and the Virginia - Highlands Historic District, we recommend that the Final Section 4(f) Evaluation include correspondence indicating that the SHPO and the ACHP concur with the determination that the project will not affect these historic resources.

The Department of the Interior will have no objection to Section 4(f) approval of this project by the Department of Transportation, providing that the concerns expressed above on various Section 4(f) resources are adequately addressed in the Final Section 4(f) Evaluation. Should you have any questions on the above concerns, please contact the Field Director, National Park Service, 75 Spring Street, Atlanta, Georgia 30303, telephone (404) 331-5835.

We appreciate the opportunity to provide these comments.

Sincerely,


Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc: Mr. David E. Studstill
Georgia Department of Transportation
Office of Environmental Location
3993 Aviation Circle
Atlanta, Georgia 30309

**Memorandum of Agreement
Project DPM-0011(001)
Fulton County, Georgia**

4. Prior to any ground disturbance from construction activities, A Phase II archaeological survey will be conducted within the asphalt parking areas and railroad rights-of-way. This survey will entail systematic testing by mechanically removing asphalt and ballast obstructions in testing areas and manually or mechanically excavating test units. Survey of that area currently covered by a building will be conducted following demolition of the building. This will be accomplished using a combination of mechanical and manual excavation techniques. Any resources discovered during Phase II testing will be evaluated for National Register eligibility. Effects to all NR eligible resources will be assessed and avoidance alternatives/measures to minimize harm/mitigation procedures will be discussed and proposed as appropriate. All Section 106 documentation will be coordinated through the appropriate federal agency, the SHPO and the Council.
5. In accordance with 36 CFR 800.11(a), Planning for Discovery, the GADOT will ensure that an archaeologist who meets the Secretary of Interior's Guidelines for Professional Qualifications Standards monitors all land disturbing activities including, but not limited to, excavation and drilling within the project's area of potential environmental effect. The monitoring will include the recovery, recording and reporting of all subsurface archaeological features or artifact concentrations located. If any such features or concentrations are located during monitoring, land disturbing activity in the immediate vicinity of the discovery will be halted to provide sufficient time for the archaeologist, in consultation with the SHPO, to evaluate NR eligibility by applying National Register criteria and determine appropriate methods of treatment (i.e. preservation, excavation, etc.). The work stoppage will not exceed the minimum prudent time necessary for completion of this work, and a provision for it will be included as a project construction stipulation.

Execution of this Memorandum of Agreement and implementation of its terms evidence that FTA has afforded the Council an opportunity to comment on Project DPM-0011(001), Fulton County, Georgia, and its effects on historic properties, and that the FTA has taken into account the effects of the undertaking on historic properties.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

BY: *Robert D. Bush* DATE: 6/16/95
Robert D. Bush, Executive Director

FEDERAL TRANSIT ADMINISTRATION

BY: *Susan E. Schruth* DATE: 11/21/95
Susan E. Schruth, Regional Administrator

GEORGIA STATE HISTORIC PRESERVATION OFFICER

BY: *Mark R. Edwards* DATE: 5-5-95
Mark R. Edwards, State Historic Preservation Officer
PER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 770310 **OFFICE** Environment/Location
DATE May 11, 1995
FROM *DES/HDK* David E. Studstill, P.E., State Environmental/Location Engineer
TO DISTRIBUTION BELOW
SUBJECT Project DPM-0011(001), Fulton County, Summary of Comments Received During the Public Comment Period - Proposed Planning, Design and Construction of a Multi-Modal Passenger Terminal in Downtown Atlanta

COMMENT TOTALS:

A total of 70 people attended the April 17, 1995 public hearing held for the subject project. From those attending, 32 comment forms and 8 verbal statements were received. An additional 7 comments were received during the ten day comment period following the hearing, for a total of 47 comments. They are summarized as follows:

<u>No. Opposed</u>	<u>No. In Support</u>	<u>Uncommitted/Conditional</u>
4*	24	19

* Includes 1 petition with 37 signatures

MAJOR CONCERNS:

1. Various citizens were concerned about the effects of adding trains to the Decatur Belt. They believed the increase in train traffic would cause damage to their homes and affect their everyday activities.
2. Some citizens felt that the proposed design was not truly "multi-modal" since there were no appropriate facilities for bicycles. Some suggestions were made for bicycle racks or parking in sheltered areas in the terminal.
3. Some felt that the terminal should be pursued at the same time that commuter rail is being developed.

OFFICIALS:

Officials attending included the following:

Ms. Mary Darby, Planning & Development, City of Atlanta
Mr. Emery McClinton, Board Member, City of Atlanta
Mr. Jim Martin, State Representative
Ms. Maryscott Greenwood, representing Mayor Bill Campbell, City of Atlanta
Ms. Fran Clahoun, representing Mr. Doug Alexander, Councilman, City of Atlanta

DISPOSITION OF COMMENTS:

The following offices are requested to respond to the comments listed:

Urban Design: 1,2,3,8,9,10,12,14,16,17,20,28,31,32,33,34,35,36,38,39,40,
42,43,45,46,47
Environment: 4,5,6,7,11,13,15,19,21,22,24,25,30,37,
Intermodal: 18,23,26,27,29

Please send this office copies of your responses to these comments.

Attached is a complete transcript of the comments received during the comment period and a copy of the hearing handout.

If you have any questions about the comments, please call Dania G. Aponte at 699-4417.

DES/dga

Attachments

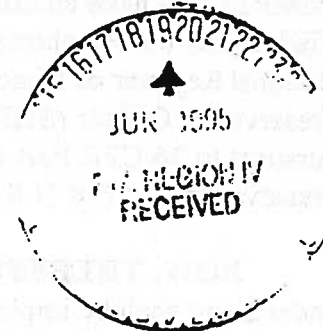
DISTRIBUTION: John Lively; Walker Scott, Attn: Jim Chambers; Don Welch; Marion Waters; Mitchell Fowler; Toni Dunagan, Luke Cousins

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

JUN 16 1995

Ms. Susan E. Schruth
Regional Administrator
Federal Transit Administration
1720 Peachtree Road, N.W.
Suite 400
Atlanta, GA 30309



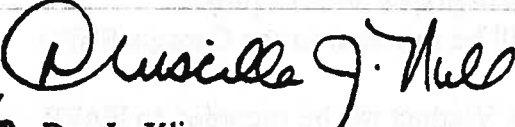
REF: Project DPM-0011(001)
Atlanta Multi-Modal Passenger Terminal
Atlanta, Georgia

Dear Ms. Schruth:

Enclosed is your copy of the fully executed Memorandum of Agreement for the referenced project. By carrying out the terms of the Agreement, you will have fulfilled your responsibilities under Section 106 of the National Historic Preservation Act and the Council's regulations. You should provide a copy of the fully executed Agreement to the Georgia State Historic Preservation Officer and the Georgia Department of Transportation. The original will remain on file at our office.

We appreciate your cooperation.

Sincerely,


Don L. Klima
Director
Eastern Office of Review

Enclosure

MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Transit Administration (FTA) has determined that Georgia Department of Transportation (GADOT) Project DPM-0011(001), Fulton County, Georgia, consisting of the planning, design and construction of a Multi-Modal Passenger Terminal (MMPT), will have an effect upon the Georgia Power Atlanta Division Building, the Spring Street Viaduct and the Peachtree Southern Railway Station, properties eligible for inclusion in the National Register of Historic Places, and has consulted with the Georgia State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f);

NOW, THEREFORE, the FTA, the Georgia SHPO, and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on the historic properties.

Stipulations

The FTA will ensure that the following measures are carried out:

1. Prior to project implementation, the Georgia Power Atlanta Division Building will be recorded to HABS standards. The National Park Service (NPS) will be contacted to determine the level of documentation required. All documentation must be accepted by NPS and the Advisory Council notified of its acceptance prior to project implementation. A copy of the documentation will be provided to the Georgia SHPO.
2. Prior to project implementation, the Peachtree Southern Railway Station will be recorded to HABS standards. The National Park Service (NPS) will be contacted to determine the level of documentation required. All documentation must be accepted by NPS and the Advisory Council notified of its acceptance prior to project implementation. A copy of the documentation will be provided to the Georgia SHPO.
3. Prior to project implementation, the Spring Street Viaduct will be recorded to HAER standards. The National Park Service (NPS) will be contacted to determine the level of documentation required. All documentation must be accepted by NPS and the Advisory Council notified of its acceptance prior to project implementation. A copy of the documentation will be provided to the Georgia SHPO.

①

WMM

NAME James Chapman

ADDRESS Campaign for a Prosperous Georgia
1083 Austin Ave NE
Atlanta, GA 30307

DO YOU SUPPORT THE PROJECT?

COMMENTS Provisions for ample, convenient, safe + secure
bicycle parking appear to have not yet been
considered in the design of the multi-modal passenger
terminal. Bicycle parking is an important element
to be considered.

Besides properly locating bicycle parking it is
also important to select the best mixture of
types of parking (please print) facilities - e.g. simple
inverted-U shaped racks for short term parking
and lockers which completely enclose the bicycle
for long-term parking (overnight, multiple days, or all
day for

WMM
②

NAME Denise M. Wright

ADDRESS 200 Northcreek Suite # 300
3715 Northside Pkwy
Atlanta, GA 30327-2809

DO YOU SUPPORT THE PROJECT?

COMMENTS Bicycles have not been identified as a
mode serviced by this terminal. Please
consider the inclusion of bicycle parking
facilities (racks + lockers) and also coordinate
with the City of Atlanta's surface bicycle
plans. MARTA trains accommodate bikes so
the transition needs to be addressed.


(please print)

(3) 

NAME Bill Howard
ADDRESS 1792 FLAGLER
ATLANTA, GA
30309

DO YOU SUPPORT THE PROJECT? NO

COMMENTS 1. DEVELOPMENT OF THE DECATUR BELT
APPEARS UNJUSTIFIED:
A. \$15MM IS EXCESSIVE TO... WHY
NOT SIMPLY DROP GAINSVILLE
TRAFFIC @ LENOX & LINDBERG
2. NOISE / VIBE STUDIES ARE BUGS -
IT IS NOT FIT TO AVERAGE
60+ dB NOISE (please print) AND PRESENT IT
AS 60 dB AVG. NOISE

(4) 

NAME J. Elaine Murfitt
ADDRESS 1855 FLAGLER AVE NE
Atlanta, GA 30309

DO YOU SUPPORT THE PROJECT? Not at present -
Not opposed in principle - concerns re. Decatur Belt
below -

COMMENTS Noise & Environmental impact a concern: What are plans
for fencing, barriers (sound & landscaping)? Appear to
be none for residential areas involved. Noise/Vibration
studies on Flagler incomplete - some equipment not picked
up on Flagler. 2. Potential danger - at grade crossing
at Monroe near school. 3. Potentially destructive re. Piedmont
Park, an Olmsted Park 4. What will affect on C.S.C. be?
Has this been considered? 5. What about traffic backup
(please print) ON Monroe - already had during
rush hour - when cars are
CROSSING?

P.S. Types on Decatur Belt - Street / Chart:

- ① Ferry not Ferry
- ② Undergrade (Cherry Creek)
- ③ Ansley not Ansley

⑤ We need to encourage in-town living - be careful not to harm in-town neighborhoods.

5

NAME JAMES F. TURNER
ADDRESS 1688 Peachtree St. N.W.
Atlanta GA. 30309

DO YOU SUPPORT THE PROJECT? YES
COMMENTS THE SLOWER THE BETTER

(please print)

6

NAME GREG A. GRADY
ADDRESS 612 LITTLERIDGE LN.
CONYERS, GA. 30208

DO YOU SUPPORT THE PROJECT? YES
COMMENTS WHAT TOOK SO LONG?

THE SUCCESS OF ATLANTA'S CONTINUED GROWTH
HINGES ON THE DEVELOPEMENT OF A USER-
FRIENDLY COMMUTER SYSTEM, ONE THAT SERVES
OUR EVER EXPANDING, OUTLYING COMMUNITIES,
AS WELL AS THE CITY ITSELF.

(please print)

NAME

Timothy A. Preece

ADDRESS

3080 Binghamton Lane
Lawrenceville, GA 30244

DO YOU SUPPORT THE PROJECT?

yes

COMMENTS

I'm very glad to see the Georgia D.O.T.
actively promoting non-auto modes of
transportation.

(please print)

NAME

ROBERT SCHREIBER

ADDRESS

515 CLARE DRIVE
ATL - GA 30307

DO YOU SUPPORT THE PROJECT?

Strongly, yes

COMMENTS

AS DESIGNED, THE CURRENT TERMINAL DRAWINGS
REPRESENT A SERIOUS FLAW IN LAND-USE OF
DOWNTOWN LAND. THE 5+ ACRES WHICH WILL BE OCCUPIED
BY THE FOOTPRINT OF THE TERMINAL ARE BECOME WASTED
SPACE FOR OFFICE DEVELOPMENT. THE CITY HAS BECOME
A REPOSITORY OF NON-TAX REVENUE GENERATING FACILITIES
(STATE BLDG, COUNTY CITY BLDG, C.S.U., OLIVICK PARK, PIEDMONT, etc.)
THE ARCHITECTURAL STATEMENT OF THE TERMINAL
WOULD BE MORE VALUABLE IS THE DOWNTOWN
ALREADY HAD SUFFICIENT PRIVATE SECTOR TAX BASE FACILITIES

NAME JOHN EVINS
ADDRESS 130 WALKER ST SW
ATLANTA 30313

mm
(9)

DO YOU SUPPORT THE PROJECT? GUARDED SUPPORT

COMMENTS RAIL TRAFFIC @ GRADE CROSSING
COULD POSE PROBLEM FOR VEHICULAR
TRAFFIC BACK-UP.

OTHERWISE, INTERESTING.

PLEASE UPDATE RE: DEVELOPING REPORTS.

(please print)

Thank you,

John Evins 17 April 1995

NAME DAVID R TRAVIS
ADDRESS 403 MONTGOMERY FERRY DR
ATLANTA GA 30309-2718
404/607-7272

(10)

DO YOU SUPPORT THE PROJECT? Undecided

COMMENTS It seems there exist adequate railroad tracks currently
in place equipped to handle this project.
While much of the Decatur Loop is commercial, the
bordering residential areas would be negatively impacted.
The studies refered to vibration & sound testing.
Its difficult to understand that no impact would
result from a drama change in speed and weight
traffic. I believe it is a disservice to offer these

(please print)

studies. A more realistic & perhaps accurate report & data
would possibly exist wider support and trust in the
data supplied by this programs sponsors.

11

NAME Mary Norwood
ADDRESS 3371 Kibersha Rd NW
30305

DO YOU SUPPORT THE PROJECT? Yes with
COMMENTS mitigation incorporated
for noise sound
grade separation (safety)

(please print)

MM
(12)

NAME Patty McDonald
ADDRESS 1805 FLAGLER AVE NE
ATLANTA 30309

DO YOU SUPPORT THE PROJECT? I support commuter rail,
COMMENTS But object to noise level projected and
Safety / Traffic problems at Monroe / Va Ave / 10th St.
Environmental + aesthetic impact on Parks
Cost on top of present MARTA costs
Also - Amtrak is being cut back nationally
So how can costs be justified to improve
its routes?

main
concern is
Decatur Street
Belt Route

(please print)

NAME DAVID MARK JOHNSON
ADDRESS 1746 FLAGLER AVE
ATLANTA, GA 30309
875-3071

1111
(13)

DO YOU SUPPORT THE PROJECT? SUPPORT w/ concerns
COMMENTS CONCERNED ABOUT ADDITIONAL
NOISE BARRIERS, SAFETY OF GRAY
CROSSINGS, IMPACT ON NEIGHBORHOOD
+ PIEDMONT PARK -

(please print)

NAME Pat Katz
ADDRESS 2671 Camille Dr
Atlanta GA 30319

1111
(14)

DO YOU SUPPORT THE PROJECT? Yes
COMMENTS I would like to see how this would be
phased in.

out.

More overhangs and seating & sitting walls - inside
Please consider Bicycle Transportation -
eg. lockers, Parking (much cheaper than a car lot,
space).

The building is surrounded by streets - could
pedestrian access (please print) seem to be easier
if streets

NAME

ADDRESS

DO YOU SUPPORT THE PROJECT?

COMMENTS

The format of this "public hearing" was
very poor and borders on being a
public farce. The benefit of being informed
on the project was diminished by not having
time to hear the concerns of the general
public. I'm very disappointed in BDOT. A walk-through
is fine as a component of a hearing but not as the
(please print) entire hearing.

NAME

ADDRESS

DO YOU SUPPORT THE PROJECT?

COMMENTS

Strongly recommend a Decatur
street overpass for automobiles
rather than a
grade level crossing.

(please print)

NAME ED BRYANT

ADDRESS 480 PEACHTREE HILLS AVE

APT. F-6

ATLANTA, GA 30306

DO YOU SUPPORT THE PROJECT? YES

COMMENTS I THINK IT IS VERY IMPORTANT FOR DOWNTOWN
AND ATLANTA OVERALL TO CONCENTRATE ON
IMPROVING THE OTHER MODES OF TRAVEL OTHER
THAN VEHICULAR TRAFFIC. I THINK THE
CENTRALIZATION OF THESE MODES WOULD INCREASE
THE USAGE OF THEM BECAUSE OF THE EASE OF
TRANSFERRING. I ALSO BELIEVE ^{DOWNTOWN} ATLANTA LACKS A
STRONG, CENTRAL PEDESTRIAN AREA AND THIS BEING
BETWEEN THE CNN ^(please print) CENTER AND UNDERGROUND
WOULD SERVE AS A LINK BETWEEN THESE TWO
PEDESTRIAN AREAS.

THANK YOU

NAME

William R. Stein

ADDRESS

388 Richards St. NW

Atlanta, GA 30318-7924

(404) 892-2206

DO YOU SUPPORT THE PROJECT? YES

COMMENTS This project needs to be funded as soon as possible.
It is crucial to making more sustainable modes of
travel competitive with the automobile in the Atlanta
area. It does need adequate facilities for storing
bicycles, and I would be willing to help advise the
consultants as to where these should go. I also have
concerns about the proposed commuter rail plan
(i.e. it should serve the reverse commute as well as
the traditional ^(please print) commute travel patterns), but
I think the MMPT's consultants have done a good
job designing the station and the facilities needed
to support it. Now let's build it!

NAME Matthew K. GODDARD
ADDRESS 660 W. Ponce de Leon Ave.
Decatur, GA 30030

UM
(19)

DO YOU SUPPORT THE PROJECT? Yes.

COMMENTS A multimodal station joining Amtrak,
MARTA, Greyhound, and the airport
line will help everybody.

(please print)

NAME Edwin H. Ragland, Jr.
ADDRESS 660 W. Ponce de Leon Ave.
Decatur, GA 30030

UM
(20)

DO YOU SUPPORT THE PROJECT? Yes.

COMMENTS More trains on the "Decatur Street
Belt Line will not be a problem
for Decatur residents. We need the
multimodal station.

(please print)

NAME ROSS M GODDARD, JR.
ADDRESS 315 W. Ponce de Leon Ave., #315
Decatur, GA 30030

MM
(21)

DO YOU SUPPORT THE PROJECT? Yes.

COMMENTS Noise or vibration will not be the
problem. We can't let a few
NIMBY's derail a needed
project which will benefit many
people! I am close enough to
the tracks (GA RR, CSX Belt, NS
Decatur St. Belt) and the train noises
are not bad and reassure that all
is well. I like it. (please print)

NAME Steven Terry
ADDRESS 235 Peachtree St., NE
Suite 2100
Atlanta, GA 30303

MM
(22)

DO YOU SUPPORT THE PROJECT? Yes!

COMMENTS - Is a much better solution to the transportation
needs of the metro area vs. the outer perimeter.
- Could be used to reduce air pollution and
traffic congestion
- must be made affordable to attract significant
numbers of riders.

(please print)

NAME GEORGE ZIMMERMAN
ADDRESS 1084 SUNNY FIELD LN
LAWRENCEVILLE GA 30243

MM
(23)

DO YOU SUPPORT THE PROJECT? YES

COMMENTS PROJECT NEEDS TO BE PUSHED IN CONSTRUCTION
WITH COMMUTER RAIL TO GIVE THE METRO
AREA A LOGICAL 2ND CHOICE TO GET TO DOWNTOWN.

(please print)

NAME Michael P Froman
ADDRESS 2889 Greenbrook Way
Atlanta, GA 30345

MM
(24)

DO YOU SUPPORT THE PROJECT? YES

COMMENTS This project is badly needed for
the Atlanta Metro Area for the future
survival of this area as a coherent
transportation entity.

(please print)

MM

25

NAME Natvin Fatzl

ADDRESS 901 S. Park St.
Cumilton, GA 30117

DO YOU SUPPORT THE PROJECT? Yes

COMMENTS excellent idea and design!

(please print)

MM

26

NAME Maryseott Greenwood - representing Mayor Bill Campbell of Atlanta

ADDRESS City Hall, 55 Trinity Avenue
Atlanta 30335

DO YOU SUPPORT THE PROJECT? YES - 100%

COMMENTS Mayor Campbell and the Atlanta City Council are in
strong support of the multi-modal terminal and
of commuter rail in Georgia. For more information,
please contact Ms. Kelly Venev at 404-330-6981.

(please print)

NAME Jerome B. Wolff
ADDRESS 8198 DAWN Drive
JONESBORO, GA 30236

27

DO YOU SUPPORT THE PROJECT? Yes

COMMENTS Absolute necessity; Brookwood station inadequate;
Environmentally Friendly, clean, Efficient;
Cornerstone to state wide commuter & statewide
GA rail network; convenient connection to MARTA;
CAN'T continue to build highways - need
balanced transportation choices!

(please print)

Connects Amtrak to commuter rail, MARTA
& State intracity network. (Rail + Bus)

NAME Commissioner Porter Sanford
ADDRESS 4118 Snapfinger Wood Dr
Decatur GA 30035
289 8989 371 2705

28

DO YOU SUPPORT THE PROJECT? Yes

COMMENTS I know that it is easier to service
areas that have existing line. But
there is a tremendous need for
your services in the South DeKalb
County Area. This is especially true
south of or along I-20 and Wesley
Chapel Rd. where traffic is worse than GA 400
or any other traffic problem area. I would
welcome the opportunity to talk with anyone
regarding this issue.

Porter Sanford
Comm. Attn: District (DeKalb)

NAME Verleader, Pelham

ADDRESS 1688 Peachtree St., NW

Amtrak

Atlanta, GA 30309

DO YOU SUPPORT THE PROJECT? yes

COMMENTS This project should be implemented
ASAP. It would certainly alienate
commuters on Railroad Commuter Rail
works. It's proven in Northeast
Corridor wash - New York - Boston.

(please print)

NAME RABI, SIDAWI

ADDRESS 6750 PEACHTREE IND. BLVD. #509

ATLANTA, GA 30360

DO YOU SUPPORT THE PROJECT? YES

COMMENTS MORE PLANNED PUBLIC TRANSPORTATION
IS IN GREAT NEED RIGHT NOW AND CAN
MAKE A DIFFERENCE IN SOLVING MANY
TRAFFIC & URBAN PROBLEMS.

(please print)

NAME JUNE MUNNY
ADDRESS 394 FOURTH ST.
ATLANTA, GA 30308

31

DO YOU SUPPORT THE PROJECT? YES

COMMENTS PLEASE ADD THE FOLLOWING:

- ① FACILITIES FOR BICYCLES TO BE PARKED OVERNIGHT
- ② FOUNTAINS AND ATTRACTIVE PEDESTRIAN SCALE STREET LIGHTING & LANDSCAPING TO FRONT PLAZA
- ③ FAIR AND EQUITABLE COOPERATION WITH LOCAL VENDORS FOR DESIGN OF + PARTICIPATION IN VENDING OPPORTUNITIES ON THE PLAZA + INSIDE
- ④ FAIR AND EQUITABLE COOPERATION WITH THE

(please print)
EMPOWERMENT ZONE FOR GENEROUS PARTICIPATION BY SMALL EMPOWERMENT ZONE^{INSIDE THE ST} BUSINESSES IN THE RETAIL AREAS, SERVICE CONTRACTS, SUPPLIER CONTRACTS, CONSTRUCTION + MAINTENANCE CONTRACTS

NAME C. RICHARD MAISE
ADDRESS 2312 SAGAMORE HILLS DRIVE
DECATUR GA. 30022

481 TH...
ALTERNATIVE
BEEN INVESTIG.

DO YOU SUPPORT THE PROJECT? YES, BUT

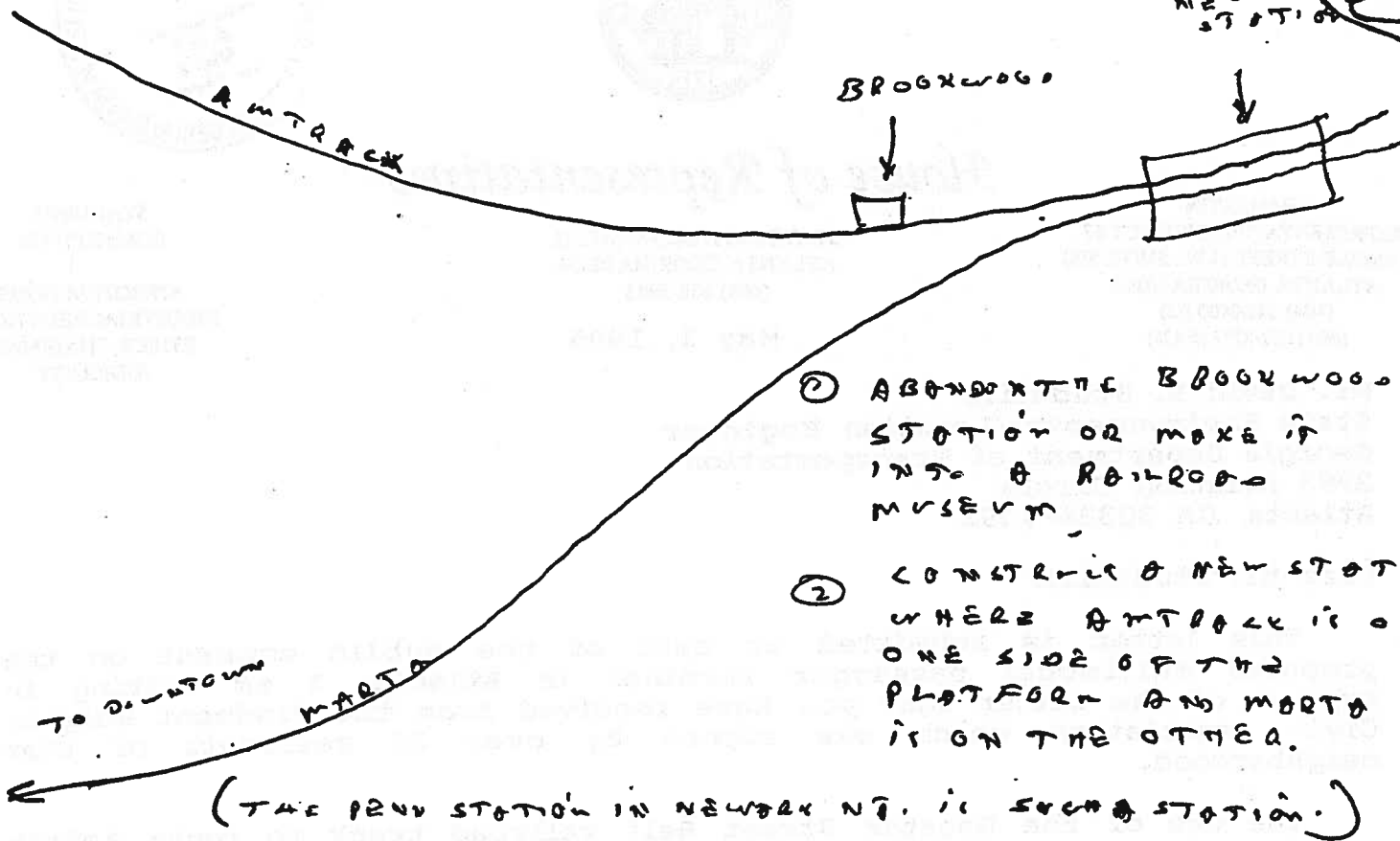
COMMENTS WHY BRING THE AMTRAK TRAIN INTO THE CENTER OF DOWNTOWN ATLANTA?

I WOULD SUGGEST AN AMTRAK STATION IN THE VICINITY OF BROOKWOOD STATION THAT WOULD ALLOW A DIRECT ACROSS-THE-PLATFORM TRANSFER TO THE MARTA TRAINS FOR THE SHORT TRIP DOWNTOWN TO THE MULTI-MODEL TERMINAL. I DON'T BELIEVE THAT THE

(please print)
NUMBER OF AMTRAK PASSENGER (GETTING ON AND OFF IN ATLANTA WOULD JUSTIFY MOVING THEIR HIGH TRAINS RUN THROUGH THE CENTER OF TOWN.

(over)

C. Richard Maise
4-19-96





House of Representatives

JIM MARTIN
REPRESENTATIVE, DISTRICT 47
44 BROAD STREET, N.W., SUITE 500
ATLANTA, GEORGIA 30303
(404) 522-0400 (O)
(404) 657-8277 (FAX)

STATE CAPITOL, ROOM 132
ATLANTA, GEORGIA 30334
(404) 656-5943

May 1, 1995

STANDING
COMMITTEES:

APPROPRIATIONS
INDUSTRIAL RELATIONS
ETHICS, CHAIRMAN
JUDICIARY

Mr. David E. Studstill
State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593

Dear Mr. Studstill:

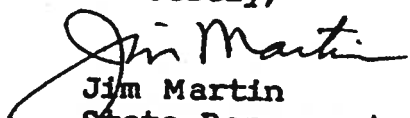
This letter is submitted as part of the public comment on the proposed multimodal passenger terminal in Atlanta. I am writing in support of the letter that you have received from the Piedmont Heights Civic Association which was signed by over 30 residents of that neighborhood.

The use of the Decatur Street Belt railroad track to route Amtrak trains into the proposed multimodal passenger terminal causes environmental impacts that are unacceptable. The alternatives of leaving Amtrak service at the Peachtree Station or of relocating the Amtrak Station to a location next to the Lindberg MARTA station are less expensive alternatives that avoid the negative environmental and safety impacts of the present plan and maximize the existing federal and local investment in MARTA.

If, however, the decision must be to use the Decatur Street Belt the following changes must be made in the plan: (1) the at grade crossing at Monroe Dr. and 10th Street must be eliminated, (2) the speed of the trains using the Decatur Street Belt must be reduced to not more than 10 miles per hour, and (3) sound walls must be used to reduce the noise in the Piedmont Heights Neighborhood and in Piedmont Park.

I look forward to working with you and the Department of Transportation to address these concerns. You will note that I am not opposed at this time to the plan for commuter rail, but have real concern about the use of the Decatur Street Belt.

Sincerely,

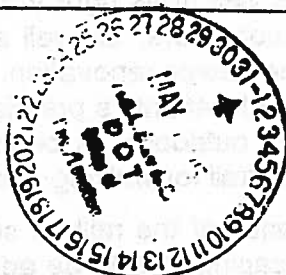

Jim Martin
State Representative
House District 47

PIEDMONT HEIGHTS CIVIC ASSOCIATION

P.O. Box 13355
Atlanta, Georgia 30324

April 30, 1995

Mr. David E. Studstill
State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593



STUDSTILL	
HEIGHTS	
MAILED	
MAY 1 1995	
1	
DEPT	
STREET	
CITY	
STATE	
ZIP	

Dear Mr. Studstill;

The Piedmont Heights Civic Association appreciates the opportunity to respond to what we have learned about the proposed multimodal passenger terminal and specifically, the planned routes for commuter trains and Amtrak leading to the terminal. Many of us attended the April 17 public hearing on this matter. In addition, Mr. Walter Scott was kind enough to attend a neighborhood meeting on April 26 to answer questions about use of the Decatur Street Belt, which runs behind Flagler Avenue in the community of Piedmont Heights.

The purpose of this letter is to share our concerns about the planned use of the Decatur Street belt. While none of us is opposed to the concept of reducing automobile use by establishing commuter rail, we strongly feel that an alternative should be found to the use of the Decatur Street Belt. Our reasons and concerns follow:

1) **Safety** - An at-grade crossing at Monroe and 10th Streets presents an unacceptable safety risk at an intersection that is already congested and is adjacent to Grady High School and a major recreational area. Traffic all along Monroe Drive is heavy and closing it off several times per day for trains to pass will only make matters worse. Other safety issues include trains traveling 45 mph on unfenced rails through a residential area and the risk of derailments.

2) **Noise and Vibration** - While the DOT study states that sound and vibration levels will be within federal limits, we feel that several trains per day, two of which are large Amtrak trains, will adversely impact our quality of life. We question whether sound and vibration studies done by Vibratex are even accurate, given that trains seldom come by and those that do have few cars and go very slowly. The studies were not done with freight trains in mind and there is nothing to stop Norfolk Southern from using the tracks for freight once the taxpayers upgrade the rails. Federal noise and vibration standards perhaps address impact on buildings (some of the older homes on Flagler quake in response to minimal rail traffic even now), but they do not address quality of life factors. This is an important issue, because residents of Piedmont Heights are part of the City of Atlanta tax base. Bringing non-taxpayers into the city at the expense of lowering property values and making neighborhoods less desirable for those who already live here does not seem prudent. Atlanta needs more inner city taxpayers, not fewer.

3) Environmental Impact - Again, more than the physical environment must be considered. The Decatur Street Belt goes right through Piedmont Park. Plans are underway to beautify Piedmont Park, as well as to add more landscaped park land in conjunction with the sewer renovation. It makes no sense to run several noisy trains per day through Atlanta's premiere park where thousands of people go to relax and enjoy the outdoors. A better use of the rail bed in this particular area would be an urban trail for walking and bicycling.

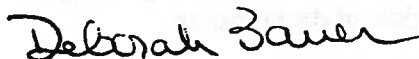
Another concern is the appearance of the railbed should fencing or barriers be added. At the very least, landscaping should be added to block the view of the tracks from the backyards on Flagler Avenue, as well as the view of train passengers to maintain our privacy.

4) National v.s. Local Priorities - Amtrak has a diminishing ridership and is cutting back on service. Although less convenient for Amtrak, their trains do have access to the multimodal station without using the Decatur Street Belt. We question why rerouting Amtrak should be a priority of a state system, especially to the extent of disrupting inner city communities.

In addition to concerns about the use of the Decatur Street Belt, we have financial concerns about the costly multimodal project. It does not take full advantage of the MARTA system that taxpayers already have a considerable investment in. For example, Amtrak could be routed into the Lindbergh Station. MARTA itself is underutilized, making us wonder how a commuter train project will manage to wrench drivers from their cars. It would seem wise to embark on a less ambitious commuter train system that utilizes MARTA stations before spending huge sums on an multimodal station. Suburban areas that want access to the city and do not have MARTA stations should build them.

The Piedmont Heights Civic Association is pleased that discussions on this issue have begun and looks forward to working with DOT to resolve these issues. If you have any questions, please call me at 874-1734 or Deborah Bauer at 876-1476.

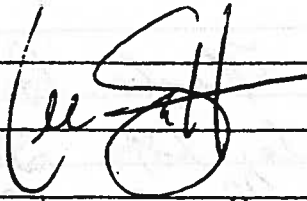
Sincerely,



Deborah Bauer
Secretary, Piedmont Heights Civic Association

cc: Rep. Jim Martin, Sen. Ron Slotin, Councilwoman Mary Davis

We the undersigned contributed to and agree with (31)
the attached letter of April 29. We are all
residents of Piedmont Heights.



1842 FLAGLER AVE NE.

Kenneth and Linda Pollock 1765 Flagler Ave.

~~Eric & Mary~~

Bill Howard

Brad Horner 1759 Flagler Ave.

Mary R. Mills 1826 Flagler Ave. Alt. 64

Louis Costello 1777 Flagler Ave.

Mary Brummett 778 Piedmont Way

Susan M. Roche 1899 Monroe Drive

Jean Johnson 512 Rock Springs Pl NW

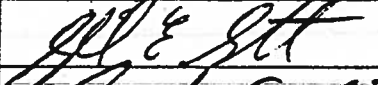
Patricia Jones 1776 Flagler Ave


CAT JONES ~~1776~~ 1776 FLAGLER AVE

Elaine Murphy 1855 Flagler Ave NE

Dean Gough 1752 FLAGLER AVE.

Ozge Hargis 1758 FLAGLER AV., NE

 1758 Flagler Ave., NE

 1736 Flagler Ave, N.E.

Dwain D. Crum 1735 Flagler Ave NE

Gary F. Hargis 1741 Flagler Ave NE

Patty + Laughlin 1805 Flagler NE

Righton B. Hardy 1814 Flagler Ave NE

Betty B. Kennedy 1820 Flagler Ave, N.E.

Eloise C. Winters 1827 Flagler Ave. N.E.

Jerry Wayne Cross 1815 Flagler Avenue

Bill & Kathy Kennedy 1747 Hagler Ave
Atlanta GA 30309

Mary Slappeg Arnold 1729 Hagler Ave
Atlanta, Ga 30309

Ethel Slappeg 1729 Hagler Ave NE
Atlanta Ga. 30309

Tom Calgan 1730 Hagler Ave Atlanta, Ga 30309

Mike & Jane Powell 1724 Hagler Ave Atlanta Ga 30

Mary Koger 1764 Hagler Ave NE

Arrene Walters 1770 Hagler Ave N.E.

Mable Cogges 1742 Hagler Ave NE

C Bradford Marsh 1821 Hagler Ave NE Atlanta 3

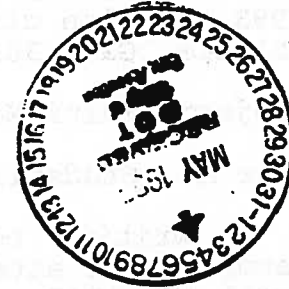
Paula Wacker 1786 Hagler Ave - 30309



*to David Studstil
to Walker Scott
5-3-95 (35)*

May 1, 1995

**Mr. Hoyt J. Lively, Jr.
Director of Preconstruction
Department of Transportation
State of Georgia
#2 Capital Square, SW
Atlanta, Georgia 30334-1002**



Dear Mr. Lively:

As a homeowner at 1860 Flagler Avenue in Atlanta, I must object to the multi-modal passenger facility proposed for the railroad located directly behind my house. My first objection relates to the manner by which I was notified of this proposed development. Had it not been for the Neighborhood Association, I would not have received any notification of this proposed facility. It would seem to me the DOT should have notified the homeowners who would be directly affected, and openly discuss the proposal.

Secondly, I believe the additional activity on the rail line cannot be mitigated in any way to avoid the complete disruption of our peace, stability and quality of life. Essentially, the net effect of the proposed development will create a corridor of devalued homes, and result in yet another lost neighborhood. Should your office continue to pursue this project, it will result in the extreme devaluation of our property, the deterioration of our quality of life and the destruction of a historic element of Atlanta. The Department of Transportation should recognize these factors as a part of the cost of progress.

I urge you to reconsider this proposal, and can assure you I will join with my neighbors to fight against its completion.

Sincerely,

Alan B. Patricio

Alan B. Patricio

(34)

April 25, 1995

Mr. David E. Studstill
State Environmental/Location Engineer
3993 Aviation circle
Atlanta, Ga. 30336-1593

Subject: Multi-Modal Passenger Terminal

Dear Mr. Studstill;

I am writing to comment on the proposed multi-modal passenger terminal. I attended the public hearing on the proposed project on April 17, 1995.

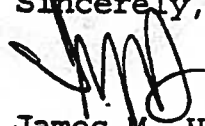
I am very much in favor of the project. Atlanta's existing public transportation network isn't very conducive to transferring from one system to another. For an example, there is no information that I am aware of on the Amtrack Station for Marta or how to get around in Atlanta in general. With a central location for all or most all transportation systems, the traveler into Atlanta regardless of trip length would have many more options of getting around than currently exists. For an example, several of my friends who used to live outside of Atlanta, used to travel to Atlanta on the train for a day of Christmas shopping with their parents many years ago. They would arrive in the morning, walk to Rich's and Davidson's (now Macy's) and catch a train in the late afternoon back home. This occurred after spending a day spending their money in Atlanta. Granted shopping opportunities are much more available throughout the State than they were back in those days. But employment, shopping, and entertainment possibilities exists in Atlanta today which could entice people to use public transportation if public transportation existed in a more convenient form.

Several years ago, the Highway Department became the Georgia Department of Transportation. However, the Department has by and large only dealt with roads and highways. It is my understanding that the Department by law cannot spend motor tax money on anything but roads and bridges. Billions of dollars have been spent on Atlanta's roads and bridges but we still are stuck in traffic. For an example, the Department will be spending almost 100 million dollars on the Kennedy interchange to satisfy the needs of a few developers. The same 100 million dollars could provide an efficient and convenient transportation hub for the region and probably the State. The Department needs the ability to address other transportation needs such as the multi-modal station, not just roads and bridges. (Note: I would like to see the Department take over the Atlanta Airport and Marta, but that will be another letter for another time.)

I would suggest that the terminal be able to accommodate as many modes of transportation as possible. For example, pedestrian walks (Not the existing city street sidewalks) should be created to safely and efficiently convey day passengers to the major area activities such as the Omni and World Congress Center and the major employment centers. Retail operations such as those available in the Washington, D.C. Union Station should be a priority. The Union Station is a trip in itself due to all of the neat available retail outlets and restaurants. Why can't Atlanta be the same way?

Again I support the project. If by law the Department can't use their funding for the construction of this important regional transportation facility, then the State's lawmakers should address this issue. Thanks for the ability to comment on the exiting project for the State of Georgia.

Sincerely,



James M. Hudgins
2320 Sebring Court
Marietta, Ga. 30064

cc: Rep. John Wiles
Sen. Chuck clay
Sen. Steve Thompson
Com. Wayne Shackelford

ALEXANDER KING

CERTIFIED PUBLIC ACCOUNTANT

P.O. Box 186 "ARGYLE"

FLAT ROCK, N.C. 28731

TELEPHONE (704) 693-3668

May 1, 1995



Hon Jim Martin, Member
House of Representatives
Georgia State Capitol
Atlanta, Georgia 30334

Dear Jim:

Thanks for attending the Flagler Avenue meeting pertaining to multimodal transportation along the Decatur Belt Line. You are truly a concerned public servant. I appreciate that.

Before MARTA became a reality I advocated a multi-modal system whereby all trains made a great circle around the "Atlanta Summit," that high point where S&W Cafeteria and Davison-Paxon were located. Dick Rick insisted on a more crowded transfer point with access to his retail store.

Often infrastructure promotes commerce and creates an enlarged tax base. Completion of the perimeter highway is a case in point. In effect Atlanta died.

New modes of transportation can be a two-way street. Gwinnett and Cobb Counties are adamantly against extension of MARTA. They fear more crime.

Public transportation is like an elevator; it is a necessary part of doing business. Taxpayers do not pay taxes; they collect them from their customers or go out of business. Will citizens living outside of Atlanta provide sufficient profits to cover the increase in taxes?

As to noise along Flagler Avenue, residents become used to it. Land values adjacent to a successful railroad become more valuable as potential warehouse and commercial property.

According to Franklin Garrett the Decatur Belt Way was the original access route to Atlanta. In early days commuter trains parked on downtown sidings all day waiting for the commute home in the evening.

Personally, I would prefer bicycle ways. Exercise creates health. Bob Starett lived to 98 because he walked to and from work.

Sincerely yours,

Alex C. King, C.P.A.

Atlanta phone: 881-8351

Walker Scott
State Urban Design Engineer
Georgia Department of Transportation
No 2 Capitol Square
Atlanta, GA 30334

Attn: Jim Chambers

Re: Atlanta Multi-Modal Passenger Terminal

Dear Jim,

At the recent public information meeting at the Georgia World Congress Center I was glad to see that the Department has proceeded with development of plans for the Multi-Modal Passenger Terminal despite the short-sightedness of the Georgia Legislature. The facility should be an exciting addition to Metro Atlanta and its outlying areas as well as complement existing transportation facilities. I hope that Commissioner Shackelford puts a high priority on convincing the Georgia Legislature to appropriate funds next year. I realize, though, that he is up against stiff opposition from some of the non-metro lawmakers. Somehow he needs to get them to look at tax money from the big picture perspective. For instance, the Kennedy Interchange in Cobb will cost about as much as the MMPT but affect far fewer people and have limited impact outside the Cumberland-Galleria area. The point being that if "taxpayer" money (and it all ultimately comes from the same source whether it is "federal", "state", "local option", "user", "sales", etc.) is to be spent efficiently in terms of cost and benefits, the Multi-Modal Terminal would certainly qualify as an efficient use of funds. Maybe the law needs changing, I don't know. I do know that whatever is preventing a government agency from getting the most bang for the buck needs fixing. In my view it is no different from Air Force regulations that force purchasers to buy \$500 screwdrivers.

I am attaching my letter of January 1993 in which I listed comments on the design of the station. I believe you have covered all of them with the exception of #3 Security. Its pretty clear to me that even a perception of insecurity will guarantee the failure of the facility. If it is looked at, rightly or wrongly, as a giant MARTA by the people that it needs to attract, specifically people in the outlying suburbs, then the facility will have a tough time succeeding.

Sincerely,

S. Powell

Samuel Powell, P.E.
ex-DOTer

4560 Glore Crossing Drive
Mableton GA, 30339

cc: Roy Barnes
Steve Thompson
Wayne Shackelford
David Studstill ✓



Please Add to
Project Record



Southern Bicycle League, Inc.

P. O. Box 1360

Roswell, Georgia 30077

April 28, 1995

Mr. David Studtstill
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593



Dear Mr. Studtstill,

I am writing to comment on the plans for commuter rail connecting Fulton County and others (Project DPM-0011(001)). I would like this project to have all trains and stations accessible to bicycles, with bicycle parking available as well.

Why? To increase your service area. Motor vehicle owners will compare the cost of a train ticket with their immediate expense of driving, and they'll keep driving. People who don't own cars will compare train costs with the cost of car purchase -- and they'll be your best customers. If they only walk to the station, they must live within a half-mile or so (inside one square mile) by the station. If they can bike, they can live three or more miles away -- and that's at least 28 square miles where they can live.

To encourage cycling, you will need secure, convenient bicycle parking (preferably sheltered) at each station. Please also plan on bicycles being on the trains themselves, so that your rider has the same 28 square miles to bike to at his or her destination.

If you have any questions, you may call me at 377-8931. Please send any response to me at 139 Erie Avenue, Decatur, GA 30030, instead of the address on the letterhead. Thank you.

Henry Slack

Henry Slack
Director of Public Affairs

STUDTSTILL	HUGHES	LAFORNIER	MAXWELL	BEVERLEY	BOWEN	BROWN	HOBBS	KEEPLER/DANA	SCARBOROUGH	SCHILL	COWART	LAB FILE
								/				

40

1 MS. SMITH: Sybil Smith. We allowed
2 a vibration check to be put at our house, a
3 monitoring device for the noise and vibration study.
4 We still have devices that were left at our house
5 from that study that has never been picked up, and
6 are uncertain that the results were included in
7 the study turned into DOT.

8 They have taken many track en-
9 gines down the track, the Norfolk Southern line,
10 which is called the Decatur Beltway and the Norfolk
11 & Southern trains that normally run back there,
12 and they were just sitting and not running. And
13 the reason we knew that they were back there was
14 because the noise and vibration was considerably
15 different than the Norfolk Southern trains that run
16 down the track.

17 It was also our understanding
18 that that Beltway was supposed to be turned into a
19 rail trail as part of the Green Belt, and the fact
20 that they want to run high speed passenger lines
21 down that beltway is a real surprise because the
22 neighborhood usually uses it as a trail, even
23 though the rails are still there.

24 I also think that the right
25 place to run any passenger trains for outside

1 communities like Athens, Gainesville, Cartersville,
2 etc., would be the outlying MARTA station rather
3 than bring them down to a central station. You are
4 only going to create another congested MARTA
5 station like Five Points. The people living in the
6 outlying communities work on the outside perimeter
7 and you are only going to put them on MARTA and
8 send them back north, and let them ride MARTA.

9 MR. BOTT: My name is Thomas
10 Bott. I am City Planner for suburban communities.

11 A City Council is prepared to come
12 across and say we want to support this thing, but in
13 the past we have supported the commuter rail studies,
14 we feel the multi-modal station is a very definite
15 link in a very successful rail program. And while
16 this city itself cannot officially come out and say
17 we support the multi-modal station. I, as a city
18 planner professional can say from our professional
19 planning it is an important link in the system, a
20 system they will be coming out shortly in favor of.
21 I am not at liberty to mention what town that is.
22 The Council hasn't made it official.

23 Thank you.

24 MS. MORRISSEY: My name is Joy Morrissey.
25 And I live at 1758 Flagler Avenue, N.E., Atlanta.

1 and I am one of the houses on the railroad side of
2 the street that will be directly affected by the
3 proposal that we are here for.

4 At present, I am not fond of them using
5 the Decatur Beltway. I see philosophically, I
6 understand the need for the rapid rail transit
7 for passengers in outlying areas, and also later
8 in this century and beyond inner-linking with the
9 rest of North Georgia, possibly into Middle Georgia.
10 I understand this.

11 But verbally, I am the homeowner who
12 does not want it in my back yard, not at the proposed
13 level that I see it now. I have been here to see
14 for an hour and a half or so. I have listened to
15 everybody there is to listen to. And they are
16 saying that decibel levels of 75 is acceptable 120
17 feet away from my back door. And that is not
18 acceptable. I do not want to listen to the Amtrack
19 train or any other passenger train at a level of 75
20 decibels or louder.

21 And I don't see from looking at the
22 proposal any good alternative. I understand your
23 plight. I don't think that is good.

24 The proposed chainlink fence with
25 razor -- possible razor ribbon on top, that is an

1 awful psychological thing to look at. Take a look
2 at that. And come up with something much more
3 aesthetic than that.

4 I certainly would like to see the
5 possibility of looking at maybe utilizing more of
6 the outerline MARTA stations a little bit more. It
7 still seems silly to me to bring all of these
8 people downtown so they can turn around and travel
9 north again or, you know, out the direction they
10 just came. I would like to see a little bit better
11 look taken at that.

12 That is all I have to say.

13 (43) MS. BAUER: Deborah Bauer. The address
14 is 1746 Flagler Avenue. My property backs up to
15 the Decatur Street line.

16 I am not opposed to commuter rail. I
17 think that vantage is the way we have to go. But I
18 would like for an alternative to be used for the
19 Decatur Street Belt. And these are the reasons:

20 1 is the noise level. We are not
21 convinced that the vibration and the noise studies
22 were done appropriately, and even if they were we
23 are still concerned about the noise levels because
24 the tracks are about 125 feet behind our house --
25 our homes.

We are concerned about safety. Monroe --

1 the Decatur Street Belt crosses Monroe at 10th.
2 There is a high school there. It is a grade level
3 train tracks. And we are worried about safety.
4 I am also concerned about traffic at that inter-
5 section, Monroe Street, and especially the traffic
6 around Piedmont Park is already pretty congested,
7 and so I am concerned about traffic.

8 I am not yet convinced that the investment
9 that we have in MARTA is being taken full advantage
10 of by the Decatur Street Belt. I feel we need to
11 use MARTA more.

12 And I have questions about the PSO
13 operations. I don't have any answers yet. No one
14 here can tell me yet. But there is a new fixed
15 plant going in right near Piedmont Road, and we are
16 wondering if that is going to interfere with the
17 operation of that new sewage treatment plant.

18 And then I also feel like this particular
19 stretch is better utilized as a urban trail because
20 it goes into Piedmont Park and it is also going
21 through some land that is being turned into additional
22 parkland as a -- through the landscaping for the
23 sewage treatment plant.

24 I think those were all of our concerns,
25 or my concerns personally.

1 MR. WARD: Tillman Ward. I am the
2 Director of the Atlanta Neighborhood Welcome Center
3 located at 503 Rhodes Street.

4 It is a family name of a railroad family.
5 In fact, Rhodes Street started at the zero mile point
6 at one time, and part of that was taken for the
7 Georgia Dome.

8 Our comments would be making highest
9 and best use of the taxpayer's dollars, and as we
10 choose site four facility, that they would at
11 least last upwards of thirty and forty years, when
12 they are built to last forty and fifty or more
13 years.

14 Case in point is where the Terminal
15 Station is. We tore that one down. We tore down
16 the Union Station. And then we are putting back
17 a station, whereas in our wisdom if we had seen
18 that that was the most logical place for a multi-
19 modal facility, we would have left that intact to
20 some degree rather than tearing it down and putting
21 it back.

22 The parking needs to be adequate for
23 those who are going to leave their cars for more than
24 an hour or two, those who would be commuting from
25 Atlanta to Athens maybe for business or for classes,

1 their parking will be more than the tuition if we
2 do not have adequate convenient parking.

3 And lastly we would suggest that the
4 impacted neighborhoods have some input on the layout
5 designs for the vehicular and pedestrian traffic
6 flow.

7 I saw in the plans where it was a
8 suggested flow, but as you know, many times a
9 suggested pedestrian flow don't flow as we suggest.

10 (41) REPRESENTATIVE MARTIN: I am State
11 Representative Jim Martin. I live at 1460 Lanier
12 Place in Atlanta. I represent the 47th House
13 District in the General Assembly, a portion of which
14 is called Piedmont Heights which is the area where
15 the Decatur Beltway -- Decatur Belt now goes, or the
16 railroad line.

17 I talked with some of the people who live
18 in that area this afternoon -- before today, and
19 talked with people in the Department of Transportation,
20 and there are eight issues that need further study
21 or areas of concern.

22 The first is the increased noise in the
23 rail transit or rail traffic along the Decatur Belt.
24 The second is the area of safety. There are a
25 number of -- several grade crossings where the

1 railroad tracks crosses major city thoroughfares
2 such as Monroe Drive at Grady High School. We are
3 concerned that this at grade crossing for automobile
4 traffic and rail traffic will create a hazard for
5 people using Grady High School Football Stadium
6 and attending Grady High School functions -- at
7 Piedmont Park.

8 Third is that there may be a question
9 about whether or not the investment of further
10 Federal funds without further study of how the
11 commuter rail system and the multi-modal station
12 interface with the commitments that have already
13 been made to the MARTA system.

14 Fourth is the impact on park space
15 and the environmental impact of the increased rail
16 traffic in this corridor by Piedmont Park.

17 Fifth is, there is some question about
18 the effectiveness of the noise study that has
19 already been conducted. There is some question
20 about whether or not that was correctly done.

21 Sixth is that there is more appropriate
22 urban use of the railroad right of ways through
23 that area, would be for urban trails or other low
24 impact park use to be provided.

25 Seventh is the potential for inter-

1 ference with the operation of a large designed
2 through a multi-modal facility which will be
3 adjacent to the railroad track at Piedmont Road
4 and down along the corridor through Piedmont Park.

5 And the eighth is some issue concerning
6 the easement and right of way that the railroad
7 currently has, and some abandonment issue concerning
8 the use of that land as well as the impact on the
9 Monroe Drive bridge in terms of the planned re-
10 construction of that bridge and the height require-
11 ments that the railroad has imposed for the use of
12 this line has some concern.

13 (45) MS. MCDONALD: My name is Patty McDonald
14 at 1805 Flagler Avenue, N.E., Atlanta 30309.

15 And my comment is that yes, I do support
16 commuter rail. I think it is very important to the
17 vitality of the City. My main concern is with the
18 Decatur Street Belt which runs adjacent to my
19 property and runs through some areas that we have
20 been trying to revitalize, that is Piedmont Park
21 and the satellite park with combined sewage overflow
22 that is being built right now. I am concerned about
23 the environment and aesthetic impact on both my
24 neighborhood, and I am sure it would run through
25 other parts of the City. I am concerned about both

1 safety and traffic problems that I can imagine
2 accruing at Tenth and Monroe and Virginia Avenue
3 where the track crosses Monroe Drive. There is a
4 lot of foot traffic. It is next to a high school.
5 And there is a lot of foot traffic going into the
6 park, in and out of the park, as well as a shopping
7 center in that immediate neighborhood.

8 I am concerned about duplicating, or
9 trying to redonaybe what MARTA hasn't done in terms
10 of cost and servicing neighborhoods. The commuter
11 trains seems to be more for the benefit of the people
12 in the outlying areas, and will impact adversely
13 the people in town who have supported MARTA all of
14 the time. And I guess I should mention I am very
15 concerned about the noise and vibration that the
16 trains will cause for my neighbors and myself.

17  MR. TRAVIS: My name is David R. Travis.

18 I am at 403 Montgonery Ferry Drive, Atlanta 30309.

19 I just wanted to make a statenent that
20 while I am undecided about the project, it seems
21 that there is adequate railroad tracks currently in
22 place that are already equipped to handle this
23 project.

24 If the nodal service were to be rounted
25 through the Decatur Loop, which is primarily

1 commercial, there are several significant residential
2 areas that could help but be negatively impacted.

3 One area that I have great concern on is the studies
4 cited in some of the handout material. These
5 studies report vibration and sound testing.

6 It is difficult, not being an expert,
7 to understand that no impact would result from an
8 obvious dramatic change in speed and wake traffic.
9 I believe it is a dis-service to offer studies in
10 this vein. A more realistic and perhaps accurate
11 report data would possibly enlist wider support
12 and more trusting in the data supplied by this
13 program sponsor.

14 (47) MR. HOWARD: My name is Bill Howard.
15 Address, 1792 Flagler. And I would like to present
16 my reaction to the public hearing on multi-modal.

17 First, I am not convinced that there is
18 justification for having the Gainesville train go all
19 of the way to the downtown area. It seems like we
20 are going out of our way to justify it. And
21 specifically I think we are going to be losing a
22 natural resource of the Decatur Belt, and more
23 specifically what I mean is that it will destroy
24 a natural resource, that being the edge of Piedmont
25 Park where it is one of the only public areas in

1 the downtown Atlanta area, and instead of being a
2 nice quiet place to spend time, we are going to
3 have trains blazing by. And I think that is a
4 disappointment, and would apparently suggest that
5 you know, perhaps a better use of the space and the
6 land would be to put in a walking path or a bike
7 path or something along that line rather than
8 developing a train format.

9 To that end, I think that it should it
10 also be looked at having the train stop at other
11 stop, you know, closer to the Lindberg Terminal or
12 Lenox Station, something more like that, rather than
13 having it come all of the way in to downtown.

14 In addition to that, it seems like we
15 are to be spending fifteen million dollars just to
16 upgrade the tracks, and I don't know if it is
17 justified.

18 Finally, with regard to the noise and
19 vibration measurements that were taken along Flagler,
20 it seems that some tricky mathematics were used, or
21 shall we say, were used to average out and cover
22 up the real impact of the noise. You can't tell me
23 that it is reasonable to average out a 80 decibel or
24 90 decibel light rail just by simply averaging over
25 more time. That is not a fair way to do that. And

1 having done a lot of these types of measurements,
2 I know the tricks on bearing peak noise and high
3 frequency noises. And I think that the actual
4 data, the way it was presented, was not fair. So
5 that is all for now. Thank you very much.

6 (Hearing concluded.)
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

G E O R G I A)

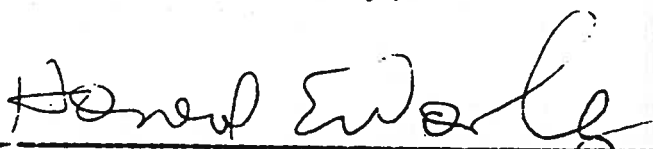
FULTON COUNTY)

The within and foregoing Location and Design Public hearing was reported by me as stated in the caption, and the same was reduced to writing by the undersigned.

I further certify the within and foregoing pages 1 through 14 constitutes a true, correct and complete transcript of the proceedings taken before me and reduced to writing.

I further certify I am neither of kin nor counsel to any of the parties, nor in any way interested in the outcome of said matter.

This 4th day of May, 1995.



Howard E. Worley, Certified Court Reporter,
Certificate A2